

The Hongkong Telegraph.

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WEDNESDAY, FEBRUARY 24, 1904.

三年

號四廿月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

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NAGASAKI. LONDON.
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SMITH'S BANK, LTD.
HONGKONG BRANCH:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
6 " 4 "
3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$ 6,500,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
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HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
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For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
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J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1903. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Evans, Esq. G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow,
Tientsin, Tsingtao (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

NO. 4, RIPPON TERRACE.

NO. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODDOWN No. 3A, BLUE BUILDINGS.
GODDOWNS: PRAYA EAST.
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Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st February, 1904. [26]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,991,733.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,
COMPTOIR NATIONAL D'ESCOMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VUEUX ROAD CENTRAL,
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000

RESERVE FUND \$75,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3% " 2% "

T. P. COCHRANE,
Manager.

Hongkong, 24th December, 1903. [24]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [23]

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CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GATE ROAD. Nice

Houses, 4 Rooms, Bath Rooms, Out-

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of Taxes.

WILD DELL BUILDINGS, No. 147,

WANCHAI ROAD. Comfortable and Airy

Flats of 2 or 3 Rooms, from \$25; inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 4th February, 1904. [49]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN W. B. Palmer, R.N.R.	Noon, 27th February	See Special Advertisement.
SHANGHAI.	COROMANDEL G. M. Monford, R.N.R.	About 27th February	Freight and Passage.
HONGKONG, MOJI and KOBE.	NANKIN E. E. C. Roberts, R.N.R.	About 27th February	Freight only.
SINGAPORE, PENANG, COLOMBO, PORT SAID and MARESLES	SOCOTRA C. J. Benton, R.N.R.	About 3rd March	Freight only.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th February, 1904. [1]

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Intimations.

Bovril is Strength.

In these days of increased commercial
activity strength and perfect health are
needed more than ever. Bovril taken
regularly is most strengthening and sus-
taining. It keeps the system in the
very pink of condition.

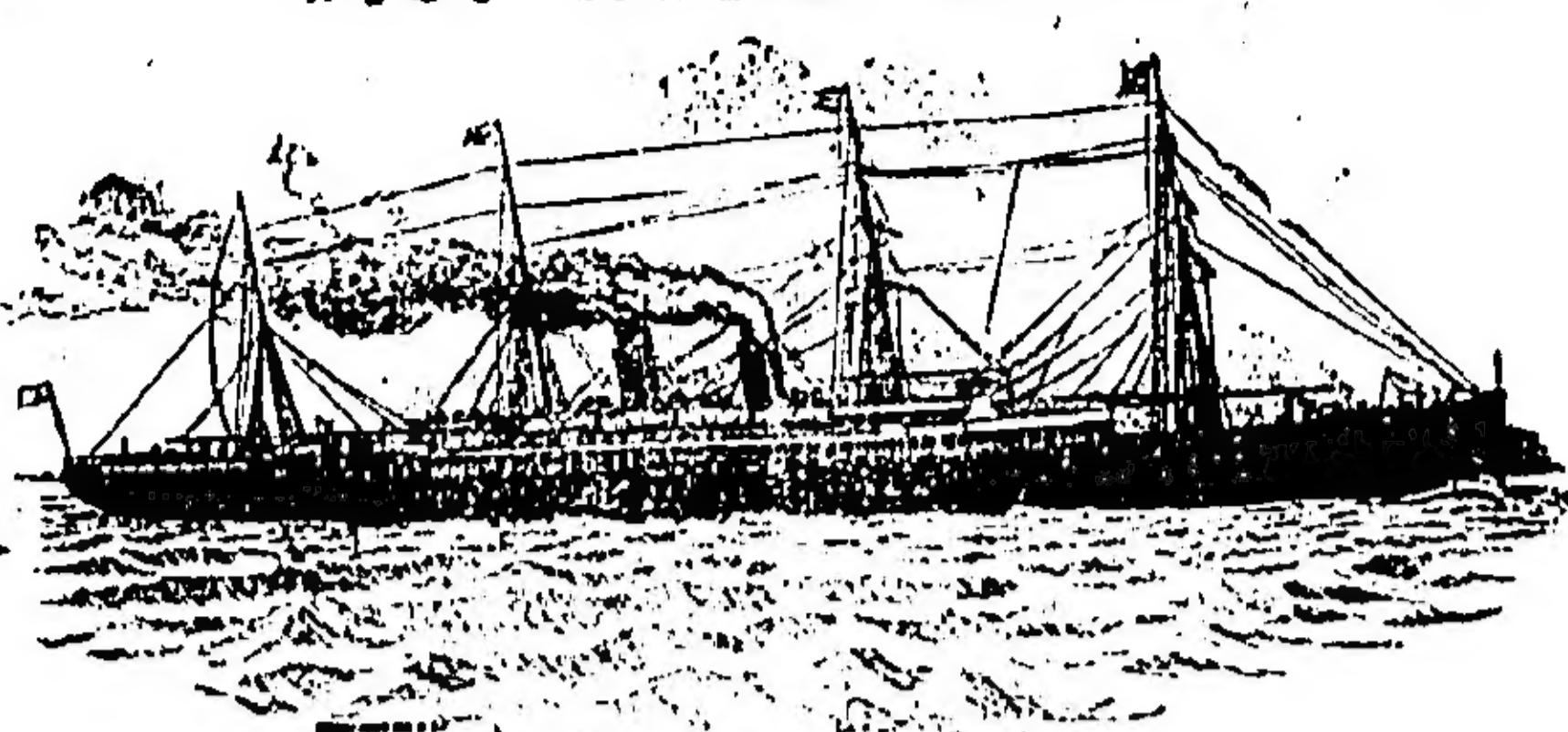


COALS.

JAPAN

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,270 Gross Tons.	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205	SATURDAY, 19th March, at Noon.
"CHINA"	5,060	TUESDAY, 5th April, at Noon.
"DORIC"	4,784	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,270 tons, Oct. 18th-28th, 1902; to days, 15 hours.

THE P. M. Company's Steamship, "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Passengers holding Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. The Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

The FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons. WEDNESDAY, 9th March.

"EMPERESS OF CHINA" ... 6,000 " WEDNESDAY, 23rd March.

"ATHENIAN" ... 3,882 " WEDNESDAY, 6th April.

"EMPERESS OF INDIA" ... 6,000 " WEDNESDAY, 20th April.

"TARTAR" ... 4,425 " WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SITHONIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st March.	Freight.
Hildebrandt	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	17th March.	Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th March.	Freight.
Miltzaff	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	5th April.	Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th April.	Freight.
Lüning	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	3rd May.	Freight.
ABESSINIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).		
Gronemeyer	(Calling at SINGAPORE and COLOMBO).		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 23rd February, 1904.

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NEW DRY DOCK AT KAWASAKI.

A REMARKABLE ENGINEERING FEAT.

The Dry Dock which has just been completed at the Kawasaki Shipbuilding Yard, Kobe, in respect of the difficulties which have been encountered and overcome at several stages of the construction, and in respect of the completed work, would do credit to the best designers, engineers and labourers of the West.

The construction of a Dry Dock at Kobe was in contemplation before the Kawasaki Dockyard (originally a Government enterprise) was taken over by a private Company, but nothing was actually done until the property was sold to private parties among whom, Count Matsukata, ex-Finance Minister of the Japanese Government, was the principal, and whose son is now President of the Kawasaki Company.

The construction of the Dock was begun six years ago, viz: in the autumn of 1896. The Dock, therefore, consumed over 54 years in completion and as the period seems long in comparison to the cost Yen 1,700,000 (f. 160,000) a description of the features of the work of excavation and construction and remembrance of the fact that labour, both skilled and unskilled, is so much cheaper than the standard in Europe and America will show that the enterprise is comparable in magnitude to some of the most important of the same kind there.

The general dimensions of the Dock may here be stated for convenience sake:—

Shaku.

In length 407 (the shaku is almost exactly equal to the English foot.)

Depth over Sill 23.9 equal to the English foot.)

Width of Entrance at bottom 51.7

Width of Entrance at top 63.6

The Dock accommodates vessels up to 5,000 tons. Its capacity equal to 28,000 tons of water.

In no other example of Dock construction in Japan have the builders had the same difficulties occurring from the nature of the soil as confronted the constructors of the Kawasaki Dock. It is in the manner in which these difficulties have been overcome that the credit of the designers and engineers chiefly lies. A brief report written by the engineer in charge, describes these difficulties and they will appeal to all engineers who have had similar work through their hands:—

Boring on the site of the Dock gave the following results as to strata:—

From High Water to 20', Sand.

From 20 to 45', silt.

From 45' to 51', Silt mixed with Sand.

From 51' to 52', broken granite mixed with Sand.

From 52' to 73', Compact Sand.

According to information got from Japanese artesian well-borers, the lowest stratum of compact sand extends as far down as 90' below high water level. Then follows another layer of silt about 33' in depth, below which there is another layer of sand, the thickness of which was ascertained to be about 168'. The lower silt stratum was found to be soft that while the boring was in progress a boring rod accidentally dropped, sank 12' by its own weight. The constructors also experienced very great difficulty in removing the above soil for the construction of the cofferdam owing to the caving in of the trench made for the puddle.

The further contents of this report, although they refer to the later operations, may be inserted here:—

The rubble in front of the cofferdam (a cofferdam circular in form, 200' in length) was built to enclose a considerable sea area, two thirds of the dock being constructed in reclaimed land) very often sank several feet, and on one occasion, it sunk 9'. After the clay puddle filling was finished round the dock, and when the water was pumped out of the dock to 12 feet below high water level, sinking of one section of the cofferdam occurred, while, at the same time, part of the reclaimed ground was forced up considerably above water level. In the stratum of sand below 51' from high water level, evidence of the presence of water was found as the following shows:—

During the sinking of a trial pit near the site of the dock, a pile was driven, and on its reaching a depth of 53' below high water from the stratum of sand came up along the pile. This water rose so fast that the pile (5 feet in diameter) was filled from 29' below high water level to within 9' of it ledge in 30 minutes. The silt around the pile was at the same time washed away, leaving a space sufficiently large to allow of a man's hand being thrust in.

It was the presence of water in the stratum of sand at a depth of 51' below high water level which constituted the most essential difficulty, in the way of the thorough success of the work. The engineers had to calculate upon the possibility of very serious pressure on the bottom of the dock by this water seeping upwards. It was found that its pressure increased and diminished with the rise and fall of the tide. Upon analysis, this underground water was shown to be neither sea-water nor fresh, but a mixture of both. It was also found that, when fresh, it had sufficient head to rise nearly to high water level. The contracting engineer surmises that if this underground water were purely fresh water, there might be a hope of lowering its level, but from the fact that it contains some of the constituents of sea water, it is inferred that it has connection in some way with the sea. Owing to the great depth of the stratum in which this water is found, it is almost impossible to exclude it from the neighbourhood of the dock.

These, then, were the adverse conditions with which the constructors had to cope. The difficulties which they presented may be appreciated from the notes given. They were more or less unexpected, and they have increased the cost of the dock in proportion which might have frightened many a wealthier corporation than the Kawasaki Company. Similar conditions have never occurred in the neighbourhood of the other four or five dry docks and the Government Naval Docks, in Japan, where the sites chosen offered easily worked sandstone and similar strata, assuring a reliable foundation at no excess of expenditure for excavation and retaining.

Operations were begun in November of 1896 with the construction of a circular cofferdam some 200' feet (120' length) and, practically simultaneously, the reclamation of part of the area enclosed by the cofferdam and the dredging of the actual site of the dock within the area were undertaken. The soil dredged from the site of the dock was used in filling in and building up the sides of the future dock. The construction of the cofferdam and the dredging work and reclamation occupied about a year. This work from beginning to end was carried out by Japanese workmen and labourers under Japanese supervision, a remark which, in fact, applies to the construction of the dock from start to finish.

The dredging having been completed, the principal problem with which the engineers had to deal viz: the laying of a foundation which could be thoroughly trusted in the midst of so loose and treacherous a soil foundation, had to be dealt with. The scheme adopted

was that of piling the stratum above which the concrete bottom of the dock was to be laid. This work, it should be noted, had to be carried out under water, a well-grounded fear being entertained that the removal of the superincumbent weight of the water in the dock area might lead to the bursting of the bottom by the water in the low stream of silt previously referred to. The piling occupied about 12 months. The number of piles used was 10,000. They were driven all over the area of the dock with a space of 24 feet between each, through a thick layer of impervious silt encountered when the site was bored. The ends are buried several feet in the stratum of moist sand in which the running water occurs. The piles are of Japanese pine. The first stratum pierced by them is one of rubble 3 feet in thickness. The piles stand free of this stratum 14 feet. The bottom was thus prepared for a layer of concrete 9' in thickness, into which the heads of the piling—being free of the stratum or rubble—rise 18 feet, securing a consolidation of the concrete foundation, which received the granite facing, with the piling. The depth to which the excavations were carried before the piles were driven was 43 feet below high water level. The piles are generally about 18 feet long, but in some places considerably longer. As the stratum in which the depth of 51 or 52 feet, the piling appears to have been driven some eight or ten feet into this semi-liquid soil, but this does not appear to constitute any element of weakness in the general structure of the dock. It may be added here, that before the dock was pumped clear of water to receive the facing, stone-ballast to the amount of 10,000 cubic yards was sunk to the bottom to act as a weight against the water pressure from below. This ballast was, of course, gradually removed as the facing of the dock was proceeded with.

The construction of the sides of the dock also presents some special features. The outermost protection of the sides is an embankment 40 feet in thickness. Between this and the concrete of which the facing is built, there is a layer of 6 feet of clay puddle. The clay puddle was sunk through the water which was retained at a uniform level of 12 feet below high water. The earth protection outside of the clay puddle retains its natural slope along the sides. At the head of the dock, however, the constructors were cramped for room owing to the vicinity of a public road, and it was impossible, for this reason, to give the earth embankment its natural slope. Brick cylinders filled with concrete were laid around the head and in the bend of the head where the space available is narrowed by the passage of a public road. They number six in all and they are 10 feet in external diameter. Here it may be mentioned that 22 smaller cylinders of brick filled with concrete were sunk in front of the entrance to the dock—a double row being laid immediately across the entrance. These cylinders are 12 feet in external diameter. Between the brick cylinders at the entrance there is a deposit of concrete, a very solid sea-floor being thus provided around the gate of the dock. The dock facing is of granite 3'6" in thickness along the sides, and at the bottom varying from 1'5" to 2'6". The only structure in connection with the dock in which granite has not been used is the culvert connecting the dock and the pumping house, which is lined with brick. One other special point in the construction should be mentioned. Along the sides and at the head were laid a series of pipes 6 inches in diameter.

The caisson is of the box shaped type with four sluices. The pump is electrically driven, this being the first instance of the erection of a motor for this purpose, in Japan. High water level is about 7 feet below the roof of the pumping chamber. The water pipe is 30" in diameter and drainage pipe 8". The capacity of the pump is nearly 5,000 tons per hour, and the dock can be pumped dry in about 4 hours.

It should be added that the construction of the dock, so far as can be judged at present, is practically perfect. There has been no leakage at any point, nor any symptom that such will occur.—*Kobe Herald*.

For Sale.

FOR SALE.

INCANDESCENT SCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent M. a. t. l. e. s., Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 36, Lyndhurst Terrace. Hongkong, 17th November, 1903.

To be Let.

TO LET.

TWO ROOMS suitable for OFFICE use, Entrance from Ice House Street. Apply to—

SECRETARY, MASONIC HALL. Hongkong, 13th February, 1904.

TO LET.

N. O. 6, BARRON TERRACE, KOWLOON. Available at March.

THE SAM WANG CO., LTD. Hongkong, 5th February, 1904.

TO LET.

GOOD FOR EUROPEAN OFFICES.

N. O. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Maison Levy Hermans. Possession at the end of March, 1904. A lift is to be constructed there. Apply to—

KIN ON, Agent. No. 50, D'Aguilar Street. Hongkong, 29th January, 1904.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILING FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,502	J. Truebridge	Mar. 16
Tramont	9,066	T. W. Garlick	Mar. 25
Olympia	2,837	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL, & CO., LIMITED, General Agents.

Hongkong, 5th February, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN."

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mail, will be despatched from the for BOMBAY, on SATURDAY, the 27th instant, at noon, taking Passengers and Cargo for the above Ports.

PARCELS will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th February, 1904.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO. Hongkong, 28th May, 1904.

Masonic.



A REGULAR MEETING of the above LODGE will be held at the FREE-MASON'S HALL, Zetland Street, on MONDAY, the 20th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd February, 1904.

ZETLAND LODGE.

No. 25, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASON'S HALL, Zetland Street, on TUESDAY, the 1st March, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd February, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VEURS ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 15th December, 1903.

KIN ON, Agent.

No. 50, D'Aguilar Street, Hongkong, 29th January, 1904.

1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON."

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
W H I S K Y .
WATSON'S
CELEBRATEDE
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

A Blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs and generally recognised to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended and are of very fine quality.—

A.—THORNE'S BLEND \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age \$12.00

C.—ABERLOUR-GLENLIVET \$13.50

D.—H.K.D. BLEND OF THE
FINEST OLD MALT SCOTCH
WHISKIES \$16.00A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 20th February, 1904. [35]

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION

ESTABLISHED +859.

A CHEE & CO.,
洋利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PAINTER'S MICROBE-PROOF
FILTERS,ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAM: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Lieber's Standard Code

TELEPHONE, 2321.

Hongkong, 20th March, 1903. [47]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.NOTICE
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed to
The Manager.The Editor will not undertake to be responsible for
any rejected MS. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On charges sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On February 12th at 8 Woosung Road,
Shanghai, the wife of JAMES TIPPIN, of a
daughter.On the 13th of February, at Kala, the wife of
Lt. J. J. RAIV, U.S. Navy, of a daughter.On the 13th of February, at Shanghai, the
wife of ALFRED M. J. PORTER, of a son.

MARRIAGE.

On the 12th of November, 1903, at Victoria,
B.C., ALICE STEWART ANTON, of Hongkong,
to LILIAN MANNERS, youngest daughter of
B. J. Hanford, of San Francisco, U.S.A.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 24, 1904.

LOCAL AND GENERAL.

"ANTI-SLAVERY" has omitted to enclose his
card and, therefore, his letter cannot be published.THE ricksha-pullers are pouring in for registration
at Kuala Lumpur faster than the Sanitary
Board can license them, even though the staff
is working overtime.THE Straits Government has permitted the
export of 500,000 Straits dollars to Arreton for
the pepper trade. Applications must be made to
the Resident Councillor and must be for the
specific purpose named and not exceed \$100,000
in any one month.THE following changes will, it is understood,
take place amongst the troops in India during
the troupes season of 1904-05: Cavalry—
Royal Garrison Artillery Nos. 87 and 88 Com-
panies, Ceylon to Hongkong; Infantry—and
Royal West Kent Regiment, Ceylon to Hong-
kong.THE members of the Fire Brigade were roused,
shortly before twelve o'clock last night, owing
to an outbreak being notified in the western
district. The fire was soon located in Jervois
Street and, there being a good supply of water
to hand, the flames were subdued before much
damage had resulted.ANOTHER big audience crowded the City Hall
last evening to witness the production, by the
Dallas Company, of "A Chinese Honeymoon."
The performance was thoroughly enjoyed, and
if the musical comedy "Three Little Maids,"
which they stage this evening, meets with
anything like the success attending their open-
ing play, the company have cause for congratulation
on making a most successful opening of
their season in Hongkong.THE Rev. E. J. Hardy lectured in the City
Hall, on Monday evening, under the
auspices of the Hongkong Odd Volumes
Society, and delighted many persons with his
interesting talk on "Chinese Manners." H. E.
Major-General Villiers Hatton presided, and
introduced the speaker, who proceeded, in his
pleasing style, to give his views on Chinese
manners, interspersing his remarks with hum-
orous stories illustrative of the subject.NEW TELEGRAPH ROUTE
TO EUROPE.Mr. Olaf Nielsen, superintendent of The
Great Northern Telegraph Co. Ltd. at Hong-
kong, kindly informs us that the Company's
new route to Europe via Peking and Irkutsk has
to day been opened for all traffic, at the same
rates as via Vladivostok. Telegrams intended
for this route are to be marked "via Kiachta."
(All telegrams for Europe handed to the
Company will, during the interruption of the Vlad-
ivostok line be forwarded via Kiachta.)THE YOKOHAMA SPECIE BANK,
LIMITED.Mr. Taro Hodsumi, manager of the Yoko-
hama Specie Bank, Limited, kindly informs us
that he has received a wire from the Bank's
Head Office to the following effect:—"The Imperial Japanese Government Treasury
Bonds are expected to receive large applica-
tions, over the amount offered, which are at
present estimated to be about \$250,000,000."The particulars of the Bonds above referred
to are:—Gold Yen 100,000,000.
Redeemable in 5 years.
Interest, 5 per cent, per annum.
Issuing price 95 per cent.

Application from 1st to 10th March, 1904.

Time 1.15 p.m.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

HONGKONG RACES, 1904.

Stewards.—His Excellency F. H. May, C.M.G.,
Officer Administering the Government; His
Excellency Admiral Sir Cyprian Bridge, K.C.H.;
His Excellency Maj.-Gen. Villiers Hatton, C.B.;
Admiral Robinson, R.N., C.B.; the Hon.
Sir Paul Chater, Kt., C.M.G.; Hart Buck, Esq.,
Hon. C. W. Dickson; H. E. R. Hunter,
Esq.; J. H. Lewis, Esq.; G. C. C. Master,
Esq.; Major S. G. Radcliffe; E. W. Rutter,
Esq.; H. P. White, Esq.Clerks of the Scale.—The Hon. C. W. Dickson
and E. W. Rutter, Esq.Judge.—The Hon. Sir Paul Chater, Kt.,
C.M.G.

Assistant Judge.—

Starter.—H. P. White, Esq.

2nd Starter—C. H. Ross, Esq.

Horse-rapper.—Capt. F. W. Lyons.

Time Keeper.—J. R. Michael, Esq.

Hon. Treasurer.—R. T. Wright, Esq.

Clerk of the Course.—T. F. Hough, Esq.

Winner \$6.40. Pari-mutuel 1st \$5.30; and
2nd \$5.30; 3rd \$6.20.THE EXCHANGE PLATE.—Value \$1.00. Pre-
sented by the bankers and exchange brokers
of Hongkong. Second to receive \$150; and
third \$50. For China ponies. Weight for
inches as per scale. Previous winners to
this meeting of one race 7 lbs. extra; of two
or more races to lbs. extra. Griffins allowed
5 lbs. Subscription griffins of this season
1903-1904 allowed 10 lbs. Unplaced runners
allowed 5 lbs. Entrance \$10. From the
two-mile post once round and in.

Mr. John Peel's Set, 1st 7 lbs. Mr. Burkhill 1

Mr. Wingard's Algernon, 1st 1 lb. Mr. Moller 2

Mr. G. H. Potts' Rebel King, 1st 1 lb.

Mr. Master 3. Mr. Cleugh's The Cow, 1st, 10 lbs.

Mr. Johnstone 1. Mr. Wheerut's Protection, 1st 10 lbs.

Mr. Schorr 2. Mr. Gedge 0.

Mr. Buxey's Northern Rose, 1st 8 lbs. Mr. Gegg 3.

Mr. Babington's Turbine, 1st 1 lb. Mr. Robertson 0.

Mr. Hart Buck's Hershell II, 1st, 10 lbs. Mr. Knox 0.

Mr. Craig & R. A. G.'s Combine, 1st, 10 lbs. Mr. Makin 0.

* 5 lbs. overweight.

Nine horses faced the flag and, getting away
to a good start, The Cow drew out with La
France Rose, Algine and Northern Rose
close behind. Passing the stand in that order,
with Set coming up behind, La France Rose
pulled up in the Cow at the bend and kept it
company to just before the football stand was
reached when La France Rose gained an advan-
tage of half a length. At the back of the course
Algine was running third, with Northern Rose
following close behind, while Rebel King was
fifth. Negotiating the village bend Algine
drew up in La France Rose and raced together
up to the entrance of the straight. Set, however,
put on a spurt and made a fine race up to the
post, which it clashed past with Algine
a length behind, Rebel King third, and the
Cow fluttering in the rear.

Time, 2.18 3/5.

Winner \$6.40. Pari-mutuel 1st, \$5.40; 2nd,
\$2.20; 3rd, \$7.50.THE CHALLENGE CUP.—Value one hundred
guineas... For China ponies... A forced entry
of \$10 each, but optional to China ponies,
subscription griffins of this or previous
seasons. Weight for inches as per scale.To be won two years consecutively by a
pony or ponies the *bond fide* property of the
same owner or owners. Winner to receive
\$10 and 70 per cent, second \$100 and 20
per cent, and third \$50 and 10 per cent, of
the entrance fees until the Cup is finally
won, when the second pony will receive 75
per cent, and third pony 25 per cent, of the
entrance fees. One mile and three quarters.

Mr. John Peel's Polka, 1st, 12 lbs.

Mr. G. H. Potts' Rebel King, 1st, 1 lb. Mr. Burkhill 1

Mr. G. H. Potts' Pandur, 1st 1 lb. Mr. Master 2

Mr. G. H. Potts' Brilliant, 1st 12 lbs. Mr. Crighton 3.

Mr. G. H. Potts' Brilliant, 1st 12 lbs. Mr. Cox 0.

Although only six horses ran, there was a
great deal of difficulty in securing a departure,
ten minutes passing before a start was made.
The horses then got away in the following order:
Runaway Girl, Chi-Sai, Golden Bell, Dandy,
and Brilliant, with Remnant at the tail. This was
the position when they passed the post for the
first time; but at the turn Chi-Sai and Golden Bell
got to second and third places, respectively. At
the long straight Runaway Girl was still to the
front, though Golden Bell got up and raced a
while for the lead. She fell off a little and Chi
Sai then took the second place. Runaway Girl
increased her lead to three lengths. At the last
furlong Remnant soon put on a spurt and came
out of the bunch. Dandy tried again for
the premier honours and got ahead a little, but
the favourite's jockey pushed her hard and she
got level. Remnant made a fine effort in the
straight, and coming up at a rush, passed Dandy
and ended a close race. The order was Run-
away Girl, first by three quarters of a length,
Remnant second, and Dandy third.

Time 1.52 1/5.

Winner \$9.40. Pari-mutuel 1st, \$5.70; 2nd,
\$5.30; 3rd, \$6.90.THE GERMAN CUP.—Presented by members
of the Club Germania. Second to receive
\$150; and third \$50. For China ponies,
subscription griffins of this season 1903-1904.
Weight for inches as per scale. Entrance
\$10. One mile and a quarter.

Mr. Paul's Fiscal, 1st, 1 lb. Mr. Cox 1.

Mr. Mefford's Standard, 1st, 12 lbs. Mr. Master 2

Mr. A. Babington's Rocket, 1st 1 lb. Mr. Burkhill 3

Mr. J. H. Lewis's Alarm, 1st, 12 lbs. Mr. Oswald 0.

Mr. Hart Buck's Good-bye, 1st, 1 lb. Mr. Mackie 0.

Mr. A. V. Apcar's Manila, 1st, 12 lbs. Mr. Alderton 0.

Mr. Lola's Emigrant, 1st, 12 lbs. Mr. Bell 0.

Major Radcliffe's Mabokibui, 1st, 12 lbs. Mr. Makin 0.

Mr. Wheerut's Fair Trade, 1st, 12 lbs. Mr. Schnorr 0.

Mr. Dowding's Panjandrum, 1st, 12 lbs. Mr. Dowding 0.

Mr. C. H. Ross's Ben Roy, 1st, 1 lb. Mr. Johnstone 0.

Mr. Christiani's Zufall, 1st, 1 lb. Mr. Gillingham 0.

Mr. Macdonald's The Baillie, 1st, 12 lbs. Mr. Clarke 0.

Mr. E. A. Bonner's Clifton, 1st, 12 lbs. Mr. Rutherford 0.

Mr. Robson's Reed Torrie, 1st, 12 lbs. Mr. Knox 0.

* 3 lbs. overweight.

Three false starts were made with the
fifteen horses before the crowd got away. The

TELEGRAMS.

(Reuters.)

The Cape of Good Hope.

LONDON, 22nd February.
A new Cape Cabinet has been formed, with Dr. Jameson premier.

The War—An Incident in the Red Sea.

Reuter's Agency at Aden wires that the P. & O. str. *Mongolia*, encountered a Russian battleship and four destroyers in the Red Sea; a destroyer endeavoured to cut off the *Mongolia* but failed, when the whole squadron gave chase and, being unable to overtake the steamer, signalled her to halt, upon which the *Mongolia* stopped and a destroyer approached, and after a careful scrutiny of the ship, signalled, "Be to be excused."

The War.

Reuter's Correspondent, with the special permission of the authorities, has visited Port Arthur which the Russians claim to be capable of two years' resistance. Two bodies of troops are making a parallel march towards the Yalu, with Phyeng as the objective, and, while advancing troops to the Yalu, the centre is being strengthened and preparations made to defend the railway and the North Gulf Coast. The Russians admit their unpreparedness, but are now hurrying forward re-enforcements.

WAR CORRESPONDENTS.

JAPANESE REGULATIONS.—
The *Official Gazette* of the 10th inst. published a War Department Notification relating to war correspondents.

The Notification provides that intending war correspondents must send in their applications to the War Office, accompanied by their credentials. Foreign correspondents forward such applications through their Minister or Consul accredited to Japan, and the documents specified above may be dispensed with. The name of the journal represented must appear on the application. Only journalists having over one year's actual experience will be granted permits. Foreign correspondents are permitted to take an interpreter or a servant, in case of necessity. The correspondent must be in foreign dress, with a band of white cloth, about two inches wide on his left sleeve, with the name of the journal he represents in red letters in Japanese. The correspondent shall first submit his correspondence to the inspection of the officer who may be designated by the Commanders' Office. No cypher or symbols can be used in the correspondence. Correspondents shall produce their permits to the Military authorities, whenever inspection thereof is demanded. Correspondents who commit offences prescribed under the Penal Code, Military Penal Code, Military Secrets Protection Laws, will be subjected to trial by court-martial.

COMING EVENTS.

For the delectation of its readers during the holidays a London journal published two columns of prophecy which could not fail to interest those who take pleasure in anticipating events in which they may, perchance, take part. The prophet—the Prophet Baxter we imagine—tells us of twenty coming events. Some of them are likely to be far-reaching; if we may believe him, and some of the most momentous are to occur within a very short space of time. The whole of the two score prophecies are to be fulfilled "between 19 and the end of this age in Passover week on May 2, 1929, or April 9th, 1931." In these matters it is well not to be too rigid in regard to a few seconds for cataclysms do not conform quite strictly to fixed principles and it is useless to try and chain up a thunderbolt or confine a water-spout within a flume. We have two full years' no ice that a period of excitement is to begin and twenty-five years to sit down and record the fulfilment of prophecy. It is now generally held by leading expositors that the prophetic periods of 2,300, 1335, 1299, and 1260 days, or three and a half times or 42 months mentioned in Daniel and Revelation, have a year-day fulfilment, but will have also their main literal-day fulfilment as days in connection with a future personal Despot who has been typified and foreshadowed by Nebuchadnezzar, Alexander the Great, Cesar, and the Turkish Sultans and Napoleon the Great, and he will, to a certain extent, re-enact their career within the final ten or twelve years of this age. The Angel's oath in Revelation X. describing the Reformation Epoch, which culminated in the Massacre of St. Bartholomew's Eve in 1572 is understood to signify that from that massacre "there shall be a time or chronos of 360 years no longer" before the end of this age. Also under the fifth seal in Rev. VI, the martyrs at the time of the same massacre are bidden to wait for a "little season" of 360 years until the day of vengeance, that is from 1672 to 1939 or 1941—which is all as clear as mud to the average man who spends his Sunday mornings playing golf or shooting snipe.

WEIHWAIWAI.

9th February.

TRADE SLACK.

Things are very quiet, trade is slack, and the different storekeepers are talking of the amount of money they have lost. To listen to the contractors and shopkeepers, one would imagine they are most sincerely to be pitied. The first have never put up a building without losing over it, and the second, with cheapness of silver, and local competition, are next door to bankruptcy. It is a wonder they keep looking so sleek and prosperous under the circumstances.

DEAR GOODS.

Our energetic Commissioner left us last week for Hongkong, thinking, I suppose, we could be trusted to keep out of mischief for a few weeks, and for fear the old adage might prove true that Satan finds mischief for idle hands to do empanelled a commission of five, consisting of the magistrate, one missionary, two merchants, and the engineer of the dockyard, to consider the reasons, if any, for the great advantage in price of local provisions, etc., hoping thereby to fill up a little of the surplus time of those empanelled. It is whispered that they might commence a little nearer home, as one of the merchants has recently increased the cost of his goods by 20 per cent.

MISCELLANEOUS.

We have as guardship at present, the four-funnelled unarmoured cruiser *Amphitrite*, which will remain here till the beginning of March. The Weihaiwei school has just reopened in the fine new building, and all local residents hope that Mr. Beer may reap the reward of his enterprise in the attracting of an increased number of scholars to the school. The long-talked of Union Chapel is at length under way, the contract having recently been let to a local builder who promises it shall be completed by the end of April. They are certainly to be commended for having at last determined to erect a building for themselves, for up to the present both Church and Chapel have been wandering from pillar to post, looking for temporary buildings in which to hold their services. We were never quite certain where the next Sunday's services were to be, until we had looked at the Saturday night's *Gaslight*.—N. C. D. News.

VICTORIA HOME AND ORPHANAGE.

DISTRIBUTION OF PRIZES.

Prizes were distributed at the Victoria Home and Orphanage, Kowloon, on Monday afternoon. Mrs. F. H. May performed the ceremony and these were present:—Captain Hurly, A. D. C. to H. E. the Officer Administering the Government, Madames Webb, Atkinson, Robinson, Sharp, Pearce, Bridie, Brown, and Hipwell, the Misses Johnstone, Sibree, Baker and Pitts, Mr. Hipwell, the Staff of the Orphanage, and others. The School was tastefully decorated with flags and flowers, and presented a pleasing appearance. The proceedings opened with a hymn and the National Anthem.

The Rev. G. A. Bunbury then read the report of the work of Miss Hamper, which showed that, although during the first months of the year there had been several flagrant cases of disobedience, which had resulted in the removal of girls from the Home, the conduct of the school had considerably improved during the last six months. Nor had the girls who had left the Home been lost sight of, since suitable homes had been provided for them. The report mentioned cases of girls who had been rescued from lives of misery in the homes of evil stepmothers or mistresses. The year closed with fifty-two girls in the school, eleven of whom had been received from the Po Leung Kuk during the year. The report concluded with an expression of thanks for contributions from the Ministering Children's League, Mr. Comes (damages in a law suit) Hongkong Church Missionary Association, and many other friends in Hongkong, England and Australia.

After reading the report, Mr. Bunbury mentioned that out of 39 children who presented themselves at the annual Government Examination, 30 passed—a good percentage. He also expressed Miss Hamper's thanks to Mrs. May for attending.

The distribution of prizes was then proceeded with, after which, Mrs. May said that it gave her great pleasure to distribute the prizes. The report showed the usefulness of the work, which should command more support from the public than it apparently received. Those entrusted with the management had a difficult task to provide for the maintenance, instruction and ultimate disposal of their pupils, and it was the duty of the girls to make their task as easy as they could. Mrs. May hoped they would remember that and show by their conduct that they were grateful for the care that was being taken of them by the ladies. She hoped, also, that the Ministering Children's League would be again able to help the school. The girls who received prizes, no doubt, worked hard for them, and she hoped they would enjoy them. The girls who had not received prizes Mrs. May advised not to cease their efforts, for no real work was without its reward.

The remarks by Mrs. May were translated into Chinese for the benefit of the girls. Musical drill and songs terminated the proceedings. Just before leaving Mrs. May was presented with a bouquet by two of the smallest girls in attendance.

SOME MAXIMS FOR WAR STUDENTS.

When War Correspondents fall out, honest newspaper readers have to come by their own decisions.

Admiral Alexieff differs from his journalistic onlookers in one thing. He doesn't exaggerate.

The same thing happens in football matches sometimes. The reporter who has to record an adverse score for his own village team adds that "the best team lost."

If the Japanese were "cowardly and treacherous," it was a moral victory for Russia.

The moral character of Russia is, of course, like Potiphar's wife, above suspicion.

When the Russian Viceroy admitted "some damage," he perhaps had in mind Mr. Kruger's "moral and intellectual" item.

It is useful to remember that Russian reports must necessarily minimise defeats and magnify victories.

It need not be forgotten that the same thing applies to Japanese versions.

The Japanese regard all their geese as swans. The Russians classify a Japanese swan as an anemic rice-bird.

Before the war, the naval men sneered at the ships of the other side. When one is captured, however, a phenomenon like that of the fish that got away is observable.

Sometimes a bad speller has a spell of intelligence. Of such was the junior who headed an item of telegraphic news "tell-a-crum."

There need be no mystery about the paper which records events before they happen. This is the day of Marconi-grams.

LA ROCHEPOCAULD, Jr., in the

N. C. D. News.

THE NEW ARMY HELMET.

It is notified that Government sanction the adoption of the Wolseley pattern helmet made of cork, khaki covered and fitted with khaki pugri and leather chin-strap in lieu of the present pattern to be worn by all British troops and British Officers. In the Indian army the helmet will be worn in full and field service dress without any addition, the fittings i.e., the spike, chin-chain, etc., worn with the present pattern helmet being abolished in the case of officers. The present pattern of white helmet with fittings, will be retained for wear on ceremonial occasions when not on duty with troops. British units will be permitted, should they so wish to, to make their own arrangements for the supply of the helmet provided the authorised pattern is adhered to. In such cases compensation instead of an issue in kind will be drawn, rates of which will be published at a future date. Units which have not been permitted to make their own arrangements for helmets will continue to wear the existing pattern till the present Government contracts expire.—Ex.

PRISONERS OF WAR.

TREATMENT UNDER HAGUE WAR REGULATIONS.

As the result of recent events Japan must already have a certain number of Russian prisoners in her hands. That these will be treated with humanity is certain—in fact the Russians are likely to be treated with much more consideration than we fear, Japanese who fall into Russian hands. Both Powers are, however, signatories of War Regulations of The Hague Convention, which place the treatment of prisoners no longer within the discretion of the signatory Powers, but makes the arrangements therein set forth binding on them. These Regulations provide as follows:

Prisoners of war are in the power of the hostile Government, but not in that of the individuals or corps who captured them. They must be humanely treated. All their personal belongings except arms, horses, and military papers, remain in their property (Article 4). Prisoners of war may be interned in a town, fortress, camp, or any other locality, and bound not to go beyond certain fixed limits; but they can only be confined as an indispensable measure of safety (Article 5). The State may utilise the labour of prisoners of war according to their rank and aptitude. Their tasks shall not be excessive, and shall have nothing to do with the military operations. Prisoners may be authorised to work for the public service, for private persons, or on their own account. Work done for the State shall be paid for according to the tariffs in force for soldiers of the national army employed on similar tasks. When the work is for other branches of the public service, or for private persons, the conditions shall be settled in agreement with the military authorities.

The wages of the prisoners shall go towards improving their position, and the balance shall be paid them at the time of their release, after deducting the cost of their maintenance (Article 6). The Government into whose hands prisoners of war have fallen is bound to maintain them. Failing a special agreement between the belligerents, prisoners of war shall be treated as regards food, quarters and clothing, on the same footing as the troops of the Government which has captured them (Article 7). Prisoners of war shall be subject to the laws, regulations, and orders in force in the army of the State into whose hands they have fallen. Any act of insubordination warrants the adoption, as regards them, of such measures of severity as may be necessary. Escaped prisoners, recaptured before they have succeeded in rejoining their army, or before quitting the territory occupied by the army that captured them, are liable to disciplinary punishment. Prisoners who, after succeeding in escaping, are again taken prisoners, are not liable to any punishment for the previous flight (Article 8). Every prisoner of war, if questioned, is bound to declare his true name and rank, and if he disregards this rule, he is liable to a curtailment of the advantages accorded to the prisoners of war of his class (Article 9). Prisoners of war may be set at liberty on parole if the laws of their country authorise it, and, in such a case, they are bound, on their personal honour, scrupulously to fulfil, both as regards their own Government by whom they were made prisoners, the engagements they have contracted. In such cases their own Government shall not require of nor accept from them any service incompatible with the parole given. Article 10. A prisoner of war cannot be forced to accept his liberty on parole; similarly the hostile Government is not obliged to assent to the prisoner's request to be set at liberty on parole (Article 11). Any prisoner of war who is liberated on parole and recaptured, bearing arms against the Government to whom he had pledged his honour or against the allies of that Government, forfeits his right to be treated as a prisoner of war, and can be brought before the Courts (Article 12).

The *China Times* has received the following statement showing the nature of the claim which is being pursued by H. E. Chang Yen Mao against the Chinese Engineering and Mining Company, Ltd., to which brief reference, it will be remembered, was made at the last annual general meeting in London. Articles 1 to 17, recapitulating the plaintiffs' statement, are not quoted, as the contention of the plaintiffs is shown in Articles 18 and 19, which charge the defendants or their agents with what may be called contingent fraud. It is perhaps not quite fair, adds the paper quoted from, to state a charge of such a kind without giving the defendants' reply, but it is generally known that the defendants deny in toto the charges made. The paper received reads as follows:—

In the High Court of Justice.—Chancery Division. (Mr. Justice Kekewich.)

Went issued the 7th of May 1903 between His Excellency Chang Yen Mao and the Chinese Engineering and Mining Company of Tientsin, Plaintiffs, and Charles Alington Moreing; Bewick, Moreing and Company, and the Chinese Engineering and Mining Company, Ltd., Defendants.

Statement of Claim. (Delivered the 17th day of June, 1903, by Hollands, Sons, Coward and Hawkeye, of 30 Moorg Lane, in the City of London, Solicitors for the Plaintiffs.)

Articles 1 to 17 explain the facts of the case.

Article 18. The Plaintiffs contend that the said memorandum of the 19th Feb. 1901, is binding at law and in equity on the defendants including the defendant Company, but if it is not so binding the plaintiffs contend that the indenture of transfer of even date therewith was obtained by the fraudulent misrepresentation and fraud of the defendants or their agents and ought to be set aside.

Article 19. The plaintiffs further contend that it is in any case inequitable that the defendants should take the benefit of the said indenture of transfer without making good to the plaintiffs the obligations imposed by and performing and carrying into effect the conditions and provision contained in the said memorandum of even date therewith.

The plaintiffs claim—

1.—A declaration that the said memorandum under seal dated the 19th February 1901 is binding on all the defendants and an order for the carrying into effect of the provisions of such memorandum.

2.—Alternatively in the event of such memorandum being held not to be so binding, either (a) a declaration that the said indenture of transfer and conveyance dated the 19th February 1901 was obtained by the fraudulent representations and fraud of the defendants or their agents and ought to be set aside and an Order that the same may be set aside accordingly; or (b) a declaration that the defendants are not entitled to retain the benefit of the said indenture except upon the condition of making good to the plaintiffs the obligations imposed by and performing and carrying into effect the conditions and provision contained in the said memorandum of even date therewith.

The plaintiffs claim—

3.—Damages.

4.—Costs.

5.—Further or other relief.

CANTON NOTES.

CANTON, February 20th.

THE EMPRESS DOWAGER.—For several days all classes of Chinese have been talking about the death of the Empress Dowager. How the rumour of her death started is not known, but there has been a great deal of talk about it. The general verdict is that the news is too good to be true. The rumour is that the death took place on the 30th of last month, i.e., Feb. 15th.

A STIR IN THE CITY.

There was some unusual excitement in the city yesterday. Several companies of soldiers passed through the streets to the Viceroy's yamen on the double quick. It was the common opinion that some very unusual circumstance sent the soldiers at this run through the city. There is still some talk of trouble, but there seems to be little chance of any serious uprising as the city is very closely guarded. Word comes from Wai Chau that the robbers, or Triads, are causing trouble.

THE VICEROY.

The Viceroy continues his policy of removing officials upon the slightest offence. No officer is sure of his position for any length of time. Few of the officials under the jurisdiction of the Viceroy have held office for six months. It is difficult to get men to accept office as the price demanded is high and there is no certainty of retaining the office long enough to make it pay.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 13th February.

War with all its horrors has been declared between Japan and Russia, and its effect upon our market has yet to be ascertained, but it certainly cannot be advantageous. Although money is free among the natives, yet we cannot get advances because of the nearness of Chinese New Year and the conservativeness of all the Banks. Should silver continue to appreciate, it will be difficult to maintain our present prices and our market must recede. Indos and Docks have advanced owing to a burst of speculation but it is questionable whether this movement is based on sound lines. Langkau is stronger and Wharf shares are easier but there is not much business doing. Exchange has been negotiated at 2.10, but the official rate on London is 2.84. From Hongkong 7½ still remains the quoted rate whilst from here only 70 is mentioned. No business is possible under these conditions. Consols £166.

CHINESE ENGINEERING AND MINING COMPANY.

The *China Times* has received the following statement showing the nature of the claim which is being pursued by H. E. Chang Yen Mao against the Chinese Engineering and Mining Company, Ltd., to which brief reference, it will be remembered, was made at the last annual general meeting in London.

Articles 1 to 17, recapitulating the plaintiffs' statement, are not quoted, as the contention of the plaintiffs is shown in Articles 18 and 19, which charge the defendants or their agents with what may be called contingent fraud. It is perhaps not quite fair, adds the paper quoted from, to state a charge of such a kind without giving the defendants' reply, but it is generally known that the defendants deny in toto the charges made.

The paper received reads as follows:—

IN PLANS AT ROBINSON PIANO CO., LTD.

A Late Tram will run Each Night 15 minutes after the Fall of Curtain.

W. FLEMING VALLANCE, Manager.

Future pieces will be duly advertised.

Hongkong, 22nd February, 1904. [266]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"GREGORY APCAR."

Captain J. G. Ollifent, will be despatched for the above Ports, on TUESDAY, the 1st March, at 1 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 24th February, 1904. [284]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON "THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS."

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOUE
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 11th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MOYUNE"	On 1st March.
LONDON & ANTWERP	"AJAX"	On 15th March.
LONDON & ANTWERP	"GLAUCUS"	On 15th March.
LONDON & ANTWERP	"PAKLING"	On 26th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
LONDON & ANTWERP	"IDOMENUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.

"Taking Cargo for Liverpool at London Rates."

TRANS-PACIFIC SERVICE

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i> "NINGCHOW"	On 24th March.	
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "PELEUS" left Victoria, B.C., on 30th ult. for this Port *vid* Japan.

S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL.

NINGPO and SHANGHAI	"BALCAN"	26th instant.
YOKOHAMA and KOBE	"SHANTUNG"	26th
IOILO	"WUCHANG"	29th
TIENTSIN	"CHILI"	1st March.
MANILA and CEBU	"SHANSI"	2nd
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd

* The Attention of Passengers is invited to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo on through Bills of Lading to all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

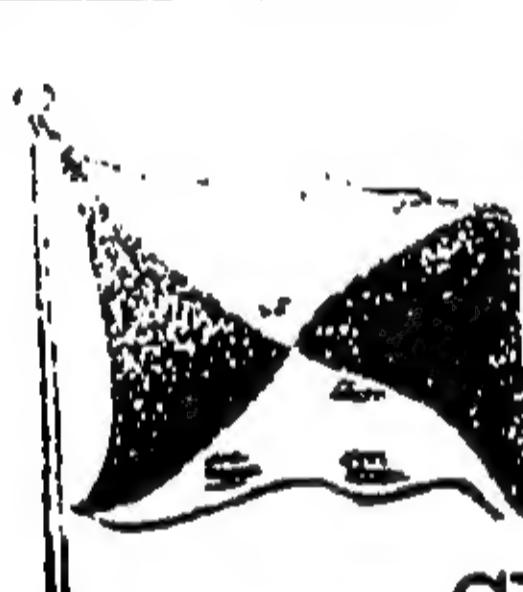
Hongkong, 23rd February, 1904.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



FOR MOIL, SALINA CRUZ AND MANZANILLO MEXICO, AND PORT LAND (OREGON).

THE Steamship

"CHINGWO," Captain Parkinson, will be despatched for the above Ports, on FRIDAY, the 26th instant, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Vœux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 22nd February, 1904. [17]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"MACDUFF" 1st Mar.

"AFRIDI" 15th Mar.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd February, 1904. [18]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENGLYME," Captain T. Darke, R.N.R., will be despatched as above on SATURDAY, the 6th March, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 15th February, 1904. [19]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Kierot, Hosten, Jobert, Velpuis and others, combines all the deodorants to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THE THERAPION No. 1 is remarkable

for its power to remove all disorders of the ordinary organs of the body, by laying its foundation of purgative, aperient, and other sectional diseases.

It cures the lower bowel, cough, bronchitis, asthma, and irritation of the lungs, and removes the more trying complaints of this kind. It is found astonishingly efficacious in the cure of piles, varicose veins, and other well-known diseases, and has powers which other well-known remedies have not.

THE THERAPION No. 2 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system, and excess of sedation.

THE THERAPION No. 3 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 4 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 5 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 6 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 7 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 8 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 9 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 10 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 11 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 12 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 13 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 14 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 15 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 16 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 17 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 18 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 19 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 20 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 21 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 22 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 23 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 24 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 25 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 26 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 27 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 28 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 29 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

THE THERAPION No. 30 for

restlessness, impaired vitality, sleeplessness, nervousness, and other complaints of the system.

Shipping.

Arrivals.

Goodurn, Br. s.s. 2,164 Nasbett, 23rd Feb.—
Moj 18th Feb., Coal.—B. & Co.
Haldis, Nor. s.s. 1,65 Jensen, 23rd Feb.—
Singapore 15th Feb., Rice.—Order.
Hangkang, Br. s.s. 1,356, Wilde, 23rd Feb.—
Canton 23rd Feb., Gen.—J. M. & Co.
Panha, Br. s.s. 3,803, Linton, 23rd Feb.—
Kangon 10th Feb., Rice.—J. M. & Co.
Ascal, Br. s.s. 2,716, Cox, 24th Feb.—
Moj 17th Feb., Coal.—Order.
Thales, Br. s.s. 82, Robson, 24th Feb.—
Foothow 21st Feb., Amoy 22nd, and
Swatow 23rd, Gen.—D. L. & Co.
Beechley, Br. s.s. 2,864, Forstel, 24th Feb.—
Moran 12th Feb., Coal.—D. & Co. Ltd.
Triumph, Ger. s.s. 850, Hansen, 24th Feb.—
Swatow 23rd Feb., Gen.—B. & S.
Devawongse, Ger. s.s. 1,050, Kumpel, 24th
Feb.—Bangkok 17th Feb., Rice.—B. & S.
Shantung, Ger. s.s. 1,050, Engelhardt, 24th
Feb.—Swatow 23rd Feb., Kerosine.—
Mr. G. McBain.
Hanyang, Br. s.s. 1,206, Caswell, 24th Feb.—
Canton 24th Feb., Gen.—B. & S.
Yochow, Br. s.s. 1,305, Brown, 24th Feb.—
Canton 24th Feb., Gen.—B. & S.

Departures.

Feb. 24.

Coptic, for San Francisco.
Tutor, for Vancouver.
Hungang, for Calcutta.
Borneo, for San Juan.
Indrapura, for Portland.
Johanne, for Haiphong.
Keungwai, for Bangkok.
Elizabeth Rickmers, for Bangkok.
Whampoa, for Shanghai.
Hailoon, for Swatow.
Silesia, for Shanghai.
Oonfa, for Manila.
Loongang, for Manila.
Kwangtze, for Shanghai.
Pekya, for Shanghai.
Petrueh, for Rangoon.
Mogul, for Shanghai.
Kunst, for Manila.
Java, for Shanghai, &c.
China, for Saigon.

Passengers arriving.

Per Thales, from Coast Ports—Dr. S. N. Wong, Mr. J. Sullivan and child, Masters C. and J. Sullivan, Miss May Sullivan, Major Benson, and 27 Chinese.

Passengers departed.

Per Tutor, for Vancouver, Re.—Mr. H. A. E. Thomas, Miss Ellis, Masters D. H. Kinahan, A. K. Prain, Luke W. Bickel, Mr. and Mrs. H. Lopez, Mr. and Mrs. W. J. Carter, Masters C. P. R. Co.
Ferdene, Br. s.s. 2,448, Fisher, 22nd Feb.—Wellington 18th Jan., and Newcastle 28th, Coal.—D. & Co. Ltd.
Grosvenor—Acapulco—Br. s.s. 2,940, Olifent, 23rd Feb.—Calcutta 6th Feb., via Penang and Singapore 18th, Gen.—D. S. & Co., Ltd.
Hinsang, Br. s.s. 1,536, Sawers, 22nd Feb.—Kuchinotzu 17th Feb., Coal.—Order.
Holstein, Ger. s.s. 985, Hansen, 2nd Feb.—Moj 16th Feb., Coal.—J. & Co.
Hydra, Irl. s.s. 2,625, Smith, 15th Feb.—Bombay 5th Jan., and Rangoon 1st Feb., Rice.—D. & Co. Ltd.
Kaifong, Br. s.s. 1,024, Pennefather, 2nd Feb.—Cebu via Iloilo and Manila 30th Jan., Gen.—B. & S.
Kamput, Ger. s.s. 900, Bavy, 23rd Feb.—Saigon 15th Feb., Rice.—Br. & Co.
Kowloon, Ger. s.s. 1,447, Stehr 23rd Feb.—Caution 22nd Feb., Gen.—S. & Co.
Lyceum, Ger. s.s. 1,238, Lehmann, 10th Feb.—Canton 15th Feb., Gen.—S. & Co.
Mare, Ger. s.s. 1,771, Bendixen, 16th Feb.—Sourabaya 1st Feb., Sugar.—J. & Co.
M. S. Dollar, Br. s.s. 2,674, Gow, 13th Feb., Samarang 6th Feb., Sugar.—B. & S.
Mongkut, Ger. s.s. 889, Gotrate, 20th Feb.—Bangkok 12th Feb., Rice.—B. & S.
Namsang, Br. s.s. 1,591, Payne, 16th Feb.—Calcutta 30th Jan., Penang 5th Feb., and Singapore 9th, Gen.—J. & Co.
Nanshan, Br. s.s. 1,299, Stowell, 17th Feb.—Rangoon and Singapore 9th Feb., Rice.—B. & Co.
Paklit, Ger. s.s. 1,018, Bandelin, 21st Feb.—Bangkok 13th Feb., Rice and Wood.—B. & S.
Petchaburi, Ger. s.s. 1,373, Hillmann, 19th Feb.—Bangkok 11th Feb., Gen.—B. & S.
Phra Chula Chom Kla, Ger. s.s. 1,108, Bohn, 23rd Feb.—Anhui 13th Feb., Rice.—B. & S.
Phanang, Ger. s.s. 1,021, Mangelsdorff, 22nd Feb.—Ang 14th Feb., Rice.—B. & S.
Prima, Norw. s.s. 761, Meyer, 19th Feb.—Borneo 11th Feb., Timber.—S. & W. & Co.
Queen Mary, Br. s.s. 2,262, Simpson, 22nd Feb.—Moj 15th Feb., Coals.—B. & Co.
Rugby, Br. s.s. 2,110, Brown, 22nd Feb.—Kuchinotzu (Japan) 15th Feb., Coal.—B. & Co.
Shantung, Br. s.s. 1,835, Quail, 17th Feb.—Java 8th Feb., Sugar.—B. & S.
Sian, Br. s.s. 1,543, Williams, 14th Feb.—Barry 24th Dec., Coal.—B. & S.
Sulfordia, Br. s.s. 2,365, Cress, 14th Feb.—Newport, Mon. 25th Dec., Coals.—Order.
Tacoma, Am. s.s. 1,289, Ridley, 14th Feb.—Tacoma 13th Jan., and Moji 20th Feb., Gen.—D. & Co. Ltd.
Telemachus, Br. s.s. 1,340, Williamson, 19th Feb.—Saigon 14th Feb., Rice and Meal.—Nam Wo & Co.
Thea, Ger. s.s. 934, Ohlerich, 14th Feb.—Kebo 10th Feb., Pakhoi 12th, and Hoilow 13th, Coals and Gen.—J. & Co.
Zafiro, Br. s.s. 1,011, Rodger, 22nd Feb.—Manila 20th Feb., Gen.—S. T. & Co. Co.

Steamers Expected.

Vessels	From	Agents	Due
Coromandel ... Singapore	P. & O. Co.	Feb. 27	
Glenlogan ... Singapore	McG. & G. Feb.	28	
Brummar ... Singapore	S. T. & Co. Feb.	28	
Tjimahi ... Macassar	C. J. L. Feb.	28	
Seydlitz ... Japan	M. & Co. Mar.	1	
Laisang ... Singapore	J. M. & Co. Mar.	1	
Preussen ... Singapore	M. & Co. Mar.	2	
Korea ... Japan	P. M. Co. Mar.	3	
Gaelic ... San Francisco	O. & O. Co.	Mar. 9	
Indrasamha ... Portland	P. & A. Co.	Mar. 15	

Shipping Report.

Str. Thale's from Foochow.—There to Swatow strong monsoon and high sea, thence to port fine weather.

Hongkong & Whampoa Dock Returns.

Eilen Rickmers at Kowloon Dock.

Swatow, Alney and Foochow—Per Thales 25th Feb., 5 P.M.

Canton—Per Honam, 26th Feb., 7.30 A.M.

Moj, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per Tucana, 26th Feb., 11 A.M.

Moj, Kobe, Manzanillo, Sabine Cruz and Portland—Per Chingwo, 26th Feb., 11 A.M.

Macao—Per Hengshan, 26th Feb., 11.15 P.M.

Ningpo and Shanghai—Per Kalgan, 26th Feb., 3 P.M.

Yokohama and Kobe—Per Shantung, 26th Feb., 4 P.M.

Canton—Per Kinshan, 26th Feb., 5 P.M.

Canton—Per Powan, 27th Feb., 7.30 A.M.

Manila—Per Zafra, 29th Feb., 9 A.M.

Iloilo—Per Wuchang, 29th Feb., 3 P.M.

Tientsin—Per Chihli, 1st Mar., 3 P.M.

Europe, X., India, via Tucana—Per Seydlitz, 2nd Mar., 11 A.M.

Manila and Cebu—Per Shansi, 2nd Mar., 3 P.M.

Manila—Per Rubi, 5th Mar., 9 A.M.

Singapore 14th Feb., Gen.—B. & S.

Amigo, Ger. s.s. 822, Hansen, 20th Feb.—Moj 15th Feb., Coal.—J. & Co.

Angbin, Ger. s.s. 1,001, Schlipper, 20th Feb.—Bangkok and Angbin 13th Feb., Rice.—M. & Co.

An Pho, Br. s.s. 966, Kynoch, 20th Feb.—Saigon 15th Feb., Rice.—B. & S.

Bourbon, Fr. s.s. 987, Antoui, 20th Feb.—Saigon 15th Feb., Rice—Yeng Seng.

Chowta, Ger. s.s. 1,115, Texier, 19th Feb.—Bangkok 13th Feb., Rice and Wood.—B. & S.

Crusader, Br. s.s. 1,435, Brown, 11th Feb.—Moj 5th Feb., Coal.—D. & Co. Ltd.

Dunblane, Br. s.s. 7,402, Martin, 16th Feb.—Rangoon 1st Feb., Rice.—Order.

Emma Lukyan, Ger. s.s. 1,110, Martens, 19th Feb.—Saigon 14th Feb., Rice and Flour.—E. A. T. Co.

Empress of Japan, Br. s.s. 3,003, Beetham, R.N.R., 17th Feb.—Vancouver 25th Jan., and Shanghai 14th Feb., Mails and Gen.—C. P. R. Co.

Ferdene, Br. s.s. 2,448, Fisher, 22nd Feb.—Wellington 18th Jan., and Newcastle 28th, Coal.—D. & Co. Ltd.

Grosvenor—Acapulco—Br. s.s. 2,940, Olifent, 23rd Feb.—Calcutta 6th Feb., via Penang and Singapore 18th, Gen.—D. S. & Co., Ltd.

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Holstein, Ger. s.s. 985, Hansen, 2nd Feb.—Moj 16th Feb., Coal.—J. & Co.

Hydra, Irl. s.s. 2,625, Smith, 15th Feb.—Bombay 5th Jan., and Rangoon 1st Feb., Rice.—D. & Co. Ltd.

Kaifong, Br. s.s. 1,024, Pennefather, 2nd Feb.—Cebu via Iloilo and Manila 30th Jan., Gen.—B. & S.

Kampot, Ger. s.s. 900, Bavy, 23rd Feb.—Saigon 15th Feb., Rice.—Br. & Co.

Kowloon, Ger. s.s. 1,447, Stehr 23rd Feb.—Caution 22nd Feb., Gen.—S. & Co.

Lyceum, Ger. s.s. 1,238, Lehmann, 10th Feb.—Canton 15th Feb., Gen.—S. & Co.

Mare, Ger. s.s. 1,771, Bendixen, 16th Feb.—Hankow 13th Feb., and Newcastle 28th, Coal.—D. & Co. Ltd.

Per Thales, from Coast Ports—Dr. S. N. Wong, Mr. J. Sullivan and child, Masters C. and J. Sullivan, Miss May Sullivan, Major Benson, and 27 Chinese.

Vessels in Port.

STEAMERS.

Agamemnon, Br. s.s. 4,461, Day, 21st Feb.—Singapore 14th Feb., Gen.—B. & S.

Amigo, Ger. s.s. 822, Hansen, 20th Feb.—Moj 15th Feb., Coal.—J. & Co.

Angbin, Ger. s.s. 1,001, Schlipper, 20th Feb.—Bangkok and Angbin 13th Feb., Rice.—M. & Co.

An Pho, Br. s.s. 966, Kynoch, 20th Feb.—Saigon 15th Feb., Rice.—B. & S.

Bourbon, Fr. s.s. 987, Antoui, 20th Feb.—Saigon 15th Feb., Rice—Yeng Seng.

Chowta, Ger. s.s. 1,115, Texier, 19th Feb.—Bangkok 13th Feb., Rice and Wood.—B. & S.

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The Weather.

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THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:

On the 24th at 11.32 a.m. the barometer has risen in Japan, and the changes elsewhere are slight.

Pressure is highest in SW. Japan, and lowest in the Philippines.

Gradients are slight on the China Coast—but rather steep over the China Sea. Light F.

winds will be met with in the Formosa Channel, with fresh monsoon in the northern part of the China Sea.

Forecast:—Fresh NE. winds; cloudy, fine.

Feb. 21, 1904.

Barometer ... 30.22

Temperature ... 64

Humidity ... 54

Rainfall:—

CHINA COAST METEOROLOGICAL REGISTER.

February 24th, 1904, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock, 7 a.m. — — —

emuro ... 6 a.m. 30.28 — NE 6 —

Hakodate ... 30.29 — N 2 —

Tokio ... 30.34 — NW 4 —

Kochi ... 30.23 — — o —

Nagasaki ... 30.39 — NE 2 —

Kagoshima ... 30.39 — — 2 —

Osima ... 30.32 — NE 2 —

Naha ... 30.29 — NE 2 —

Ishigakijima ... 30.25 — E 4 —

Taihoku ... 5 a.m. — — —

Tai-chu ... 30.21 — — —

Tai-chuan ... 30.21 — — —

Tai-nan ... 30.21 — — —

Koshu ... 30.21 — — —

Pescadores ... 30.21 — — —

Weihaiwei ... 9 a.m. — — —

Gulfaff ... 30.28 55 — SSW 3 cm

Sharp Peak ... 3

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